

REPLY TO

ATTN OF: DIAAP

Rewrtn /Capt Stahl/79773/mw/1 Nov 62

1 NOV 1962

000231

SUBJECT: (U) Data on USSR Build Up in Cuba

TO: Chairman, Joint Chiefs of Staff

1. The following is in reply to your Memorandum CM-73-62, subject as above, dated 30 October 1962.
2. Examination of shipping intelligence shows conclusively that the latest, and major, phase of the Soviet military build up began in mid-July. In the period 15 July - 1 August, arrivals of Soviet ships in Cuban ports averaged about one a day, as compared to an arrival average of about four a week prior to that date. The density of shipping build up to 43 arrivals in August; 50 in September and 35 in the period 1 - 22 October. A significant aspect was that 14 Soviet passenger ships docked in Cuba during the period 15 July - 22 October, as contrasted to only two arrivals in the two-year period immediately preceding 15 July. It was also noted that most Soviet ships involved in arms deliveries utilized some forms of deception (false declaration of cargo/destination); and that their trips were generally characterized by light loading, short stay in Cuban ports, and return to home port in ballast. For detailed data see Attachment 1.
3. Specific pegpoints, therefore, which are considered indicators of future reoccurrence of Soviet military activity to Cuba are:
 - a. Increase in shipping.
 - b. Unusual deck cargoes.
 - c. Light loading.
 - d. False declaration of cargo and destination.
 - e. Radio silence.
 - f. Rapid turn around.
 - g. Returning in ballast.

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4. It is estimated that a total of 17 dry cargo ships (about 10,000 DWT) would be required to outfit all known critical, specialized components of offensive missile systems now known to be in Cuba, as well as the BEAGLE/IL-28 jet light bombers, FISHBED/MIG-21 aircraft and Komar guided missile boats. Such loading assumes a Soviet expedited program utilizing the most readily available ships, deck loading of the major items of equipment, and abandonment in Cuba of such non-essential items as general purpose trucks, pre-fabricated huts, missile check-out tents, etc. A breakout of the ships required is contained in Attachment 2.

5. Two tankers, one passenger ship, one ore carrier, one factory ship, and 12 dry cargo ships are currently believed to be in Cuban waters. (Attachment 3).

4 Atch

1. Data on USSR Build-up in Cuba
2. Ships Required
3. Sov Ships Believed in Cuban Waters
4. Photograph of Sov ship
DIVNOGORSK

ATTACHMENT 1

DATA ON USSR BUILDUP IN CUBA

A review of Soviet shipping to Cuba provides clear indication that the current buildup was accelerated from about the middle of July. Prior to 15 July, Soviet dry cargo ships were calling at Cuban ports at an average rate of 7 to 8 ships per two week period and a total of only 2 Soviet passenger ships had called at Cuba since 1960. However, during the period 15 July to 1 August 1962, Soviet ships arriving at Cuban ports totalled 11 dry cargo and 4 passenger ships, or 15 total.

This increase of Soviet shipping activity continued until the declaration of the quarantine, as indicated by the following statistics:

August:	37 Dry Cargo; 6 Passenger; Total 43
September:	46 Dry Cargo; 4 Passenger; Total 50
1-22 October:	31 Dry Cargo; 4 Passenger; Total 35
En Route:	16 Dry Cargo; 0 Passenger; Total 16

In addition, several unique procedures were noted which were common to most of the ships involved and which are regarded as being indicative of Soviet arms deliveries. These included:

- a. False declarations as to cargo and/or destination
- b. Unusually light loading.
- c. Unusually short stay at destination.
- d. Return to home waters in ballast.
- e. Unusual deck cargoes (in some cases)
- f. Possible radio silence in the case of one or two passenger ships.

During this period (13 July - 22 October) the activity of Soviet tankers and Satellite ships remained at a level reasonably consistent with that observed earlier in 1962. Free world shipping to Cuba appeared to drop off in amounts roughly equivalent to the increased Soviet shipping. A large proportion of this drop, however, is attributed to a fall-off in the sugar trade. Accordingly, no valid indicators for future use can be derived from the recent activities of Soviet tankers, Satellite nor Free World shipping.

The initial increase in Soviet dry cargo and passenger ship activity was detected by the intelligence community and subjected to continuous close scrutiny.

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SHIPS REQUIRED

ATTACHMENT 2

<u>Quantity</u>	<u>Item</u>	<u>Ships Required</u>	<u>Location on Ship</u>	<u>No. of Ships on Space Compatability Basis</u>	<u>Cumulative Total Total Ships 1/ Required</u>
33	SS-4 Missiles & Transporters	9	Deck 2/ 3/	9	9
24	Launch Stands	1	'Tween Decks	Included in above 9	9
48	Fuel Trailers	2½	Lower Hold	Included in above 9	9
96	Oxidizer Trailers	4	Lower Hold	Included in above 9	9
24	Erectors	4	Deck	Four additional ships	13
72	Check-out Vans	2½	Lower Hold	Included in above 13	13
2	IL-28 (3 per ship)	8	Deck	Included in above 13	13
12	Komar MTB's (2 per ship on last four ships plus 1 ship at 4 per ship)	5	Deck	One additional ship	14
39	MIG 39 at 13/ship	3	Deck	Three additional ships	17 4/

NOTES :

- 1/ - Above are estimates based on an average dry cargo vessel of approximately 8650 Cargo Dead Weight tons (10,300 DWT) similar to the DIVNOGORSK.
- 2/ - Considerable preparation in the form of on-deck wooden cribbing would be required to handle the deck loads.
- 3/ - Limiting factor is deck space, i.e., the total number of ships is dictated by deck space required.
- 4/ - If additional offensive weapons are identified, this total will have to be proportionately increased.

ATTACHMENT 3

SOVIET SHIPS BELIEVED IN CUBAN WATERS

L. KOMSOMOL

Trucks on deck.

M. AMOSOV

2706 T general.
 12 trucks, 1 trailer,
 1 flatbed carrier, 2
 possible Guideline
 propellant transporters,
 2 crane shovels, 13
 crates on deck; Suspect
 arms carrier.

M. FESTIVAL

10,200 T benzene

Departed
 Baltic
 10/8/62

Departed Odessa
 10/7/62. Declared
 for Comakry, Guinea.

Departed
 Tuspe
 10/2/62

Havana
 10/21/62

Havana
 10/21/62
 Muevitas
 10/24/62
 Havana
 10/26/62

Associated with
 military cargo

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ALESANDROVSK

Unknown

ALAPAYEVSK

31 trucks 2 with
unknown crated
cargo

ALMETTEVSK

Unknown

Departed
Murmansk
prior to
10/6/62

Departed
Baltic

Departed
Baltic
prior to
10/7/62

Probably
Isabella area
10/23/62

Unknown Cuban
port
10/18/62

Probably
Isabella area
10/231400Z

AMATA

15 cylindrical
tanks and 2
tractors on deck

SAUSKA

Unknown, probably
POL (tanker)

BRATSK

Unknown

Departed
Baltic
9/29/62

Departed Ventspils
or Klaipeda
9/29/62

Departed
Baltic
10/4/62

Unknown
Coban port
10/16/62

Havens
10/24/62
Muavitas
10/24/62
(may have departed
Huben waters)

Havens
10/21/62

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DIVOCORSK

2020 T autos;
suspect arms
carrier

DUBNO

1430 T general;
suspect arms
carrier

F. KURCHATOV

22 liquid storage
tanks and 12
trucks on deck in-
cluding a GUIDELINE
system propellant
transport truck.

Departed Odessa
10/7/62
Declared for
Mediterranean
for orders

Departed Odessa
10/5/62. Declared
for Havana.

Departed Baltic
prior to 10/15/62

Havana
10/21/62

Cienfuegos
10/24/62

Havana
10/22/62

Advised 5 days
to off-load on
arrival (Normal
time 48 hrs)
Indicates unusual
cargo

I. POLZUNOV

Cars, canned goods, geological prospecting equipment, farm implements. 11 Army trucks on deck.

KURA

1838 T canned goods; Suspect arms carrier (Factory ship)

LABIMSK

1370 T general cargo. 7 crates, 6 vans, 30 drums, and 2 motor launches (30 ft) on deck; Suspect arms carrier.

Departed
Leningrad
10/3/62

Departed
Odessa 9/6/62,
Declared for
Cuba

Departed Odessa
9/30/62, Declared
for Conakry, Guinea

Havana
10/21/62
Santiago
10/22/62

Havana
9/25/62

Havana
10/18/62

After unloading
in Cuba, to go
Conakry in ballast
to load bananas
for Odessa.

NIKOLAYEVSK

Passengers seen
on deck
(Passenger ship)

VINNITSA

9,000 T fuel oil
(Tanker)

VOLGOLES

8 trucks, 4
cylindrical tanks,
5 probable heli-
copterscrates and
9 other crates, 5
of which have un-
identified devices
in them.

Departed Baltic
prior to 10/14/62

Departed Odense
10/5/62

Departed Baltic
prior to 10/6/62

Unknown Cuban
port 10/23/62

Havana
10/25/62

Havana
10/19/62

Message intercept
revealed the ship
was to commence
unidentified "work"
at 270100Z.